

WHAT IS CLAIMED IS:

1. Method for measuring the speed of a vehicle provided with an antenna and travelling on a track with two rails in the form of track sections known as "block-sections" (1,2,3) separated by electric joints, each electric joint consisting of two tuning  
5 blocks (TU.F1 and TU.F3) and of the predetermined track section located between them, each of the tuning blocks allowing the power coupling for the adjacent track section serving as a block-section, characterized in that at least two discontinuities are detected in the current or voltage of the signal seen by an antenna which is present in the vehicle travelling on the track in the immediate vicinity of the first and second tuning  
10 blocks (TU.F1 and TU.F3) of a same electric joint, in order to measure the speed of the vehicle travelling on the track.
2. Method according to Claim 1, characterized in that the first discontinuity is obtained when the axle passes at the level of the first tuning block for the frequency (F1) of this first tuning block (TU.F1).
- 15 3. Method according to Claim 1 or 2, characterized in that the second discontinuity is obtained by exerting an electrical action at the frequency (F1) of the first tuning block (TU.F1).
4. Method according to Claim 3, characterized in that the second discontinuity is obtained by creating an electric or magnetic field in the vicinity of the  
20 second tuning block (TU.F3).
5. Method according to any one of the preceding claims, characterized in that the electric or magnetic field is generated by means of a current which is proportional to the current emitted by the voltage injected into the first tuning block (TU.F1).
- 25 6. Method according to Claim 5, characterized in that the field is generated by the current emitted by said voltage.
7. Method according to any one of Claims 1 to 3, characterized in that the electrical action is a voltage injected in series with the voltage at the second frequency (F3) of the second tuning block (TU.F3).
- 30 8. Method according to Claim 7, characterized in that the voltage injected in series is proportional to the one which is injected into the first tuning block (TU.F1).

9. Method according to any one of Claims 1 to 3, characterized in that the electrical action is the injection of a current into a voltage generator (TU.F3) which is present in the second tuning block, and in that this current travels around a loop arranged between the rails.

5 10. Method according to Claim 9, characterized in that said current is proportional to the current emitted by the voltage injected into the first tuning block (TU.F1).

11. Method according to Claim 10, characterized in that said signal is filtered at the frequency (F1) of the voltage injected into the first tuning block (TU.F1).

10 12. Installation for carrying out the method according to any one of the preceding claims, in which the track is organized in the form of block-sections separated by electric joints, each electric joint consisting of at least two tuning blocks (TU.F1 and TU.F3) and of the short track section located between them, characterized in that means are provided for generating at least two current or voltage discontinuities in the signal as  
15 seen by the antenna which is present in the vehicle travelling on the track in the immediate vicinity of the first and second tuning blocks (TU.F1 and TU.F3) of a same electric joint.

13. Installation according to Claim 12, characterized in that said device consists of a loop (4) arranged close to the second tuning block (TU.F3) and provided  
20 with a power supply by a current at the frequency (F1) of the first tuning block (TU.F1).

14. Installation according to Claim 13, characterized in that the loop (4) is arranged in series with the emitter of the first tuning block (TU.F1).

15. Installation according to Claim 12, characterized in that said device is a voltage generator (5) at the frequency of the emitter of the first tuning block (TU.F1)  
25 connected in series with the emitter of the second tuning block (TU.F3).

16. Installation according to Claim 12, characterized in that said device is a current generator (6) connected in parallel to the emitter of the second tuning block (TU.F3) via a loop arranged between the rails.

17. Installation according to any one of Claims 12 to 16, characterized in that  
30 an antenna on board the vehicle is placed in front of the first axle (3) along with a

receiver circuit connected to the antenna and provided with a filter set at the frequency F1.